





## "THE CHRONICLE &amp; DIRECTORY" FOR 1874.

NOW ON SALE.

THIS work, now in the TWELFTH year of its existence, is now on sale. It has been completely reprinted at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874," has been further augmented by a

CHROMOLITHOGRAPH

PLAN OF THE CITY OF CANTON,

FOREIGN SETTLEMENTS OF SHANGHAI.

A CHROMOLITHOGRAPH OF THE NEW CODE OF CIVIL PROCEDURE IN USE AT THE FRAK.

THE VARIOUS HOUSE PLANS

MADE SPECIALLY FOR THIS WORK.

THE COAST OF CHINA.

THE NEW CODE OF CIVIL PROCEDURE IN USE AT THE FRAK.

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claration of the law from the Canton Justice before them, the Executive will in future be more careful as to the manner in which for the sake of avoiding difficulties, they hand over men to the Canton Authorities. In any case where men are found breaking the laws of the Colony, the fact that they are in the employ of the officials at Canton may possibly render the Chinese Government responsible diplomatically for the outrage, but it does not render the offender less liable to the laws of the place within the jurisdiction of which the offence has been committed.

Pestilence, the usual precursor of epidemic, and too frequently its predisposing cause, is now rapidly spreading among the community, and it is longer to measure our words in regard to the miserable defencelessness of the measures taken by the local Government to secure the health of the Colony. The dead bodies which are lying in all directions in consequence of the typhoid fever, are asking one another with anxious faces what will be the end of it, and are speculating how much more of the hot weather we have still to pass through and what are the chances of steering clear of disease, with the temperature close upon eighty degrees in the shade. The effluvia in the most populous parts of the town is becoming absolutely intolerable, and in some of the large stores in the Queen's Road, in and out of which hundreds of people pass daily, liberal supplies of chloroform of lime and carbolic acid fail to render the atmosphere tolerable for any length of time. Many are absolutely compelled to live night and day in the very midst of this horrible state of things, and not only their ordinary avocations but the effects of the late disaster render it impossible for them to absent themselves. In the meantime, the Captain Superintendent of Police issues a feeble intimation to the public that if they wish to avoid unpleasant sights they had better not go on the Praya, and a regiment of soldiers is idling in the barracks. It is simply a disguise to this place that such a state of affairs should continue, and we do not hesitate to say that a most serious responsibility will rest upon the Governor of the Colony if the present state of affairs be not speedily remedied. Indeed it is doubtful whether it is not now too late to avert danger, and the risk which has been incurred through our neglect to have been incurred. It seems somewhat astonishing to read, of the Governor of Macao himself at the head of the troops helping to clear away the dead and avert further disaster, while in the Colony of Hongkong, which boasts of British rule, we are completely paralysed, and seem unable to move right or left for red-tape, hesitation, want of organisation and ordinary energy.

We heartily endorse the suggestion which is made by our correspondent B. de C. with reference to the formation of Lifeboat Associations at Macao and here. Our friends in the neighbouring Colony will be better acquainted with the details connected with such a subject than we can pretend to be, and will be able to estimate the ways and means of accomplishing the object in view at that place, but in Hongkong, at all events, the police should be asked to be so sufficiently whatever in forming such an organisation. Had there been suitable means for saving life at hand there is little doubt but that very many who have perished, might have been rescued on Wednesday last, and it is deeply to be regretted that the terrible calamity, with which we have been visited found us completely unprepared. Although it appears to be necessary to take special care of police in times of danger, we make no doubt that volunteers for this benevolent object will be found elsewhere. Had it been possible to let the community generally know that there were men to be saved during the typhoon there would assuredly have been no lack of volunteers, even though no regularly organised Lifeboat Association was in existence. But it is to be feared that a want of the proper appliances would have rendered their services of comparatively little use. It would be desirable that the subject should be carefully considered by those competent to decide what would be the best apparatus for saving life in such catastrophes as are likely to occur. We understand that on some parts of the Coast of England much good is done by a peculiar cable which can be fired by a rocket on board a stranded vessel, and when required can be opened out, forming an escape between two rocks. Of course it would be doubtful whether such an apparatus would hold in the terrible wind of a typhoon, but it would probably not be difficult to make it of some material—perhaps wire rope—which would not give. Such a means of saving life might have possibly been got on board the *Leonor*, and would have had the effect of at all events enabling all who could get on deck to make their way ashore. The great difficulty as to boats would be to get any vessel to live in such terrible seas as accompany typhoons; but at the present day the science of constructing such boats has been brought to such a point that it ought not to be impossible to obtain one which could be relied upon. It, however, this could be accomplished, at all events some means could be provided for saving men on board of ships actually dashed upon our very shores, and of preventing their meeting with a watery grave actually within a few yards of our very houses. We are glad to notice that the jury, in returning their verdict with reference to some of the drowned on board the *Leonor*, suggests that some life-saving apparatus should be provided.

The P. M. steamship *Nereida* with the mails, from San Francisco, per steamship *Japan*, arrived 27th August, left Yokohama for this port on the 24th instant.

We hear that on the alarm of fire being given on Wednesday at the Police Station, the Captain Superintendent at once despatched that Mr. Crough was present in his capacity of Deputy Superintendent of the Fire Brigade. It is to be understood from this that in case of a fire breaking out, the police should be allowed to take part in the fire, and the police do nothing till it reaches their own quarters.

Professor Vasek, the renowned Wizard, intends to give his first performance at the City Hall on Saturday evening, and we make no doubt that the entertainment will be well attended. Mr. Vasek is a thorough master of the Magic Art, and has attracted crowded houses in the United States, Yokohama, Shanghai, and the other places which he has visited. Many of our readers may recollect his having visited Hongkong some years ago.

We are glad to state that the Spanish bark *Trinidad* did not go to sea after the typhoon, and was seen outside the Spanish steamship *Fernando*, consequently it is to be hoped she may have got safely away.

With reference to the remarks made by the Captain Superintendent of Police in refusing to call for any volunteers from among the Police, it is perhaps hardly necessary to point out that we did not intend to imply in our remarks of yesterday that the unfortunate error which was committed does not attach to him as Captain Superintendent. Although calling for volunteers would not be contrary to the laws of the Colony, it is not the duty of the Police to be called upon to do so.

The usual precursor of epidemic, and too frequently its predisposing cause, is now rapidly spreading among the community, and it is longer to measure our words in regard to the miserable defencelessness of the measures taken by the local Government to secure the health of the Colony.

The dead bodies which are lying in all directions in consequence of the typhoid fever, are asking one another with anxious faces what will be the end of it, and are speculating how much more of the hot weather we have still to pass through and what are the chances of steering clear of disease, with the temperature close upon eighty degrees in the shade.

The effluvia in the most populous parts of the town is becoming absolutely intolerable, and in some of the large stores in the Queen's Road, in and out of which hundreds of people pass daily, liberal supplies of chloroform of lime and carbolic acid fail to render the atmosphere tolerable for any length of time.

Many are absolutely compelled to live night and day in the very midst of this horrible state of things, and not only their ordinary avocations but the effects of the late disaster render it impossible for them to absent themselves.

In the meantime, the Captain Superintendent of Police issues a feeble intimation to the public that if they wish to avoid unpleasant sights they had better not go on the Praya, and a regiment of soldiers is idling in the barracks.

It is simply a disguise to this place that such a state of affairs should continue, and we do not hesitate to say that a most serious responsibility will rest upon the Governor of the Colony if the present state of affairs be not speedily remedied.

Indeed it is doubtful whether it is not now too late to avert danger, and the risk which has been incurred through our neglect to have been incurred.

It seems somewhat astonishing to read, of the Governor of Macao himself at the head of the troops helping to clear away the dead and avert further disaster, while in the Colony of Hongkong, which boasts of British rule, we are completely paralysed, and seem unable to move right or left for red-tape, hesitation, want of organisation and ordinary energy.

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Had there been suitable means for saving life at hand there is little doubt but that very many who have perished, might have been rescued on Wednesday last, and it is deeply to be regretted that the terrible calamity, with which we have been visited found us completely unprepared.

Although it appears to be necessary to take special care of police in times of danger, we make no doubt that volunteers for this benevolent object will be found elsewhere.

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But it is to be feared that a want of the proper appliances would have rendered their services of comparatively little use.

It would be desirable that the subject should be carefully considered by those competent to decide what would be the best apparatus for saving life in such catastrophes as are likely to occur.

We understand that on some parts of the Coast of England much good is done by a peculiar cable which can be fired by a rocket on board a stranded vessel, and when required can be opened out, forming an escape between two rocks.

Of course it would be doubtful whether such an apparatus would hold in the terrible wind of a typhoon, but it would probably not be difficult to make it of some material—perhaps wire rope—which would not give.

Such a means of saving life might have possibly been got on board the *Leonor*, and would have had the effect of at all events enabling all who could get on deck to make their way ashore.

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Although it appears to be necessary to take







## HONGKONG MARKETS.

[illegible]

Nail Red Naw. 1 a 6.....	per piece	3.85 a	4.00	Pha
Hoop.....	"	4.40 a	4.85	"
Bar.....	"	8.45 a	8.50	"

Flow, .....	57 1/2	1776	1 1/2
Booms, .....	52	55 50	6 00
SHED STOPS, .....	52	1 50	1 00
Out, .....	52	2 50	2 00
Flow, .....	52	11 50	13 50
Flow, .....	52	2 50	2 50
Dried, .....	52	6 50	6 70
Flow, .....	52	5 50	6 00
Flow, .....	52	11 00	12 55
Flow, .....	52	78 50	74 75

  

Consignees.	Destination.
<b>HAMPOA.</b>	
<b>STEAMERS.</b>	
P. & O. S. N. Co	
Kwck Achong	
<b>TRADING VESSELS.</b>	
Arnhold, Karberg & Co	
Ed. Schellhaes & Co	
Chinsee	
Vogel, Hagedorn & Co	London
Bongjan & Co	
Charlesworth & Co	
A. Macg Heaton	London
Aug. Heard & Co	New York
Vogel, Hagedorn & Co	New York

  

Consignees.	Destination.
<b>CANTON.</b>	
Ah Yen	
Siemssen & Co	
Siemssen & Co	
Customs Clerk	

  

Consignees.	Destination.
<b>MACAO.</b>	
On 15th September, 1874.	
Pearce	
Ortiz	

bateaubriand	Harve	Port. bk
concordia	J. L. da Silva	Port. bk
un'a Sarcha	M. Nanje, Jun.	Port. bk

90	A. Heard & Co., Agents	Land up
	A. Heard & Co., Agents	
between Canton and Macao.		
SWATOW.		
on 22nd September, 1874.		
235	Master	Uncertain
273	H. Barton	Norowwang
283	Dicks & Kruger	Uncertain
284	Dicks & Kruger	Uncertain
291	Dicks & Kruger	Uncertain
307	Dicks & Kruger	Norowwang
327	Dicks & Kruger	Uncertain
386	Dicks & Kruger	Norowwang
414	Bradley & Co	Chafao
400	H. Barton	
433	G. Yuen & Co	Uncertain
462	Dicks & Kruger	Chefao
460	Dicks & Kruger	Uncertain
490	Dicks & Kruger	Uncertain

Resolution	Conception	Siam. sh
Luikan	Holler	Ger. bk
	Redneck	Brit. ach

<p><b>AMOY.</b>  on 26th September, 1874.</p>	
246	H. A. Petersen & Co
246	H. A. Petersen & Co
248	H. A. Petersen & Co
201	Tuesdag & Co
201	H. A. Petersen & Co
270	Brown & Co
268	Tuesdag & Co
268	Brore & Co
291	Tuesdag & Co
294	Tuesdag & Co
<p><b>FOOCHOW.</b>  on 18th September, 1874.</p>	
387	China
372	Adamsen, Ball & Co
371	Wesal, Gailton & Co
371	Gilman & Co
361	Siemens & Co
357	Clypham & Co
357	
<p>Shanghai.  Australia  London  London  Freemantle  New Zealand  New York</p>	

Laiting L'Hyntira	Richard McKay	Brit. sh	sh
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SHANGHAI:		
<p>At on 19th September, 1874.</p> <p>of the numerous steamers, tugs and  receiving duties employed.  Class are not included in this</p>		
179	J. S. Baron	Nagasaki
820	Bourjau & Co	
480	Choong Sang	
820	Ohnness	
820	Frazier & Co	
134	Dent & Co	New York
134	Hardy, Wade & Co	
824	Ed. Rothelluss & Co	
824	W. Lowe	
882	Russel & Co	
820	Lane, Crawford & Co	
826	Lane, Crawford & Co	
826	Choong Sang	
700	Frazier & Co	
880	Adams, Ball & Co	
YOKOHAMA.		
<p>At on 6th September, 1874.</p>		
820	Captain	
820	Cornes & Co	
697	P. M. S. S. Co	
830	P. M. S. S. Co	

Scott	Brit. sb
Graham	Brit. bk

98	Spillman
99	Shaw, Kwa & Co
100	Wulkin & Robinson
<b>MANILLA</b>	
Left on 17th September, 1874.	
407	F. Bayes
408	Order
411	Russell & Stargis
458	Russell & Stargis
459	Russell & Stargis
460	Russell & Stargis
461	Order
445	Peole, Hutball & Co
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H. Buz. Wyndham Street, Hongkong.	

